

The Hongkong Telegraph.

(ESTABLISHED 1891.)

NEW SERIES No. 5035

二月初一十三年三十三緒光

FRIDAY, DECEMBER 6, 1907.

五拜禮

號六月二十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTONG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKAO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEEDLE HOUSE, E.O.
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at
the rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3 " " "
" 3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Proussische Staatsbank)
Direction der Disconto-Gesellschaft
S. Elischer
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warst and Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,178,375
(about £418,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.
BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cherbon,
Tegal, Pecalongan, Pasoreoran, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
" 6 " 3 " " "
" 3 " 2 " " "
J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS:—
Sinking \$1,000,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Kerwick, Deputy Chairman.
A. Fuchs, Esq. E. Shellin, Esq.
K. Goetz, Esq. R. Shewan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Leismann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager, et.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% p.a.
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI, MOJI, KOBE & YOKOHAMA About 8th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 13th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 18th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 23rd Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 28th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 31st Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 5th Jan. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 10th Jan. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 15th Jan. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 20th Jan. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 25th Jan. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 30th Jan. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Feb. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Feb. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Feb. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Feb. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Feb. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Feb. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Mar. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Mar. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Mar. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Mar. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Mar. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Mar. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Apr. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Apr. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Apr. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Apr. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Apr. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Apr. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th May. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th May. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th May. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th May. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th May. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th May. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Jun. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Jun. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Jun. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Jun. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Jun. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Jun. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Jul. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Jul. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Jul. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Jul. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Jul. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Jul. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Sep. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Sep. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Sep. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Sep. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Sep. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Sep. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Oct. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Oct. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Oct. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Oct. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Oct. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Oct. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 9th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 14th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 19th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 24th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 29th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 4th Jan. } Freight and Passage.

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,

THE MUTUAL STORES,

and all its BRANCHES;

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [130]

THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PRADER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS

from \$60.

Also Furs, Feather Boas, Trimmings, &c. [139]

CHAMPAGNE.

G. H. MUMM & CO

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,303 tons..... Captain H. D. Jones.
 "POWAN" 2,338 "..... " H. I. Black.
 "KINSHAN" 2,300 "..... " C. V. Lloyd.
 "HEUNGSHAN" 1,998 "..... " B. Branch.
 "R. D. Thomas."

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.
 On Sunday and Tuesday..... 2 night " " 11 P.M.
 On Monday..... 2 " " 10 and 11 P.M.
 On Wednesday..... 2 " " 10 P.M.
 On Thursday..... 2 " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday at 9 P.M. and Friday, at 11 P.M. from Queen's Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

All payments must be made in Cash.

Chits cannot be accepted.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 tons..... Captain W. A. Valentine.
 "SUI-TAI" 1,651 "..... " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 5 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... Captain S. Bell Smith.
 "NANNING" 588 "..... " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. Hotel Maan-shan (First Floor), opposite the Hongkong Hotel, or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETT & CO.,

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—BARRETT & CO., Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

O. E. OWEN, Proprietor.

Telephone No. 84.

Entertainment.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, PRINZ REGENT LUITPOLD } WEDNESDAY,
 GIBRALTAR, SOUTHAMPTON, Capt. H. Kirchner } Noon, 18th Dec., 1907.
 ANTWERP and BREMEN

SHANGHAI, NAGASAKI, HIOGO } PRINZ HILF FRIEDRICH } About WEDNESDAY,
 and YOKOHAMA } Capt. E. Malchow } 18th Dec., 1907.

MANILA, NEWGUINEA, BRIS- } MANILA } THURSDAY,
 BANE, SYDNEY and MEL- } Capt. Minssen } 5 P.M., 2nd Jan., 1907.
 BOURNE

KUDAT and SANDAKAN } BORNEO } Middle of Dec., 1907.
 Capt. F. Sembill

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL } "SACHSEN" } About WEDNESDAY,
 Capt. Woltemas } 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	On or about	Will leave for	Expected on or about
TJIKINI	JAVA	First half Dec.	JAPAN	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 27th November, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th Jan., 1908.

Dr. M. H. CHAIN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

THE GREATEST BOOKSELLER IN THE WORLD.

Bernard Quaritch's catalogues have open shelves of their own in the Round Room of the British Museum, alongside the State Papers and all the thumb-worn drudges of ready reference. But the great Bernard was something more than a seller and a list-compiler, for he specialised and published on his own account. The Crimea established his vogue as a source for the literatures of Eastern Europe, and he published in rapid succession grammars, and glossaries in Russian, Turkish, Persian, and Arabic. Meanwhile, he went on buying and sweeping all before him. The Bishop of Cashel's famous library came into the market, and the modest corner shopman who bagged his Mazarine Bible for £595 came to be known as a dealer in this costly rarity, for in the space of forty years he had half a dozen copies of it through his hands, and one of them he priced at £4,000.

Those things are not captured in the teeth of the traders and turned to profit without knowledge, courage, capital, and patience. When, after thirteen years, he moved into Piccadilly he had spread his reputation everywhere as the boldest wolf in the pack, and wherever books proved inaccessible the connoisseurs had learned to come to Quaritch. He never did justice to the contents of the books he bought and sold—no man could, not even a Magliabecchi; but no one had such a Jew's eye for a Caxton or a Gutenberg, a rare old Codex or a Shakespeare quarto. If ever you pushed your way in through the Piccadilly crowd and the narrow door which served for every purpose, you were safe to see before you left some well-nigh priceless treasure of an old world—a crumbling Koran or a Talmudic manuscript swathed in a ragged talih or a camel-skin. You might see a row of Elzevirs propped up against a Pandect from some old notary's library in Padua, or a gem-encrusted Book of Hours some broken Spanish monastery had relinquished with sighs and groans, as it took a last leave of the illuminated wonders traced within.

In Quaritch's shop, somehow, you got a peculiar smell of learning and antiquity that was unattainable elsewhere, except perhaps in that fine relic of the Middle Ages, the Platin Museum at Aotwerp. And he was as tactful as a medieval scholar. Conversation he despised except among his cronies and the quiet club he formed called the "Sette of Odde Volumes." He detested the intilities and small talk of the passing day, and casual twaddle about trifles like the weather or the Government was pretty safe to land you in a snub. He rarely looked up from his desk, and when he did he showed an impatient, stern, and energetic face, lit by an implied but eloquent reminder of the value of time. Dust seemed thoroughly congenial to him, and he showed to much more advantage in his workday attire than he does in a spick-and-span portrait. The commonality, bearing so much about his fabulous wealth, were inclined to doubt it when they bearded him in his den and found him such a best, unceremonious, unassuming figure. One day, when the entrance was unguarded, an itinerant pedlar bundled his wares into the shop, and as he strode through avenues of books, his basket knocked hundreds of pounds' worth of learning to the ground. "When he arrived at the great man's desk, Quaritch, without looking up, inquired his business, and got the abrupt, alarming challenge: "Ten pence, walnuts!" It was the only moment, so far as I have ever heard, when the greatest bookseller in the world fell into volubility.—From an article by J. P. C. in the November Pall Mall Magazine.

CHILDREN'S TUBIC.

LATENT PROPOSAL FOR MEDICAL SCHOOL SUPERVISION.

The establishment of school clinics—for treatment in quite restricted and defined ways—is regarded by the Medical Officer (Education) of the L.C.C. as the essential sequel to the establishment of general medical inspection of the school.

The treatment, he says in his annual report to the Education Committee, would be of such common cases as abnormal refraction of the eyes, spectacles being fitted where needed; discharging ears, skin diseases, and dental troubles.

Without such treatment, mere medical inspection is incomplete, and in most cases a waste of time and trouble. For it is pointed out that if individual medical inspection becomes general, then probably all the hospitals in London would not provide for one-tenth of all the children who should be treated.

The question of school clinics ought, therefore, to shortly become a subject of careful inquiry. It is essentially an educational matter, and should not be complicated by any other considerations whatever than the health of the children in relation to education.

CHIEF DISEASES.

The importance of medical inspection is vividly impressed by this fact—that as the result of the inspection of 5,340 children in 14 well-distributed schools, nearly one in seven was selected as requiring detailed examination. Dirt infestations in debilitated children are the chief cause of conditions of the skin; but, on the other hand, the over-clothed, pampered, and coddled state of the children of the well-to-do art, the clerk, and the small shopkeeper, produces almost as serious troubles in the better-class schools.

"The popular idea seems to be that milk teeth do not matter," observes the report, in dealing with the "dreadful" oral conditions and the constant absorption of septic material found in many infant scholars. The girls of the secondary schools, "for aesthetic reasons," keep their teeth comparatively clean; but even of this class some never use a tooth-brush at all, others only once a month or a week.

DENTAL HYGIENE.

The medical officer's conclusion is that "dental hygiene must be taught in school," and not only taught, but enforced in school hours, for "most of these children will be neglected if left to private enterprise."

The affection is so insidious and so widespread that it should be met by public provision. There is no way of dealing with money in the interests of public health which will return so enormous a gain to the population for the small expense required as this matter of school dentistry. Dentists never touch this class of child, and there is here no competition between the private practitioner and the public servant. The children of Strasburg, as we saw when there, come gladly and come voluntarily. They bring each other to be relieved.

In the examinations for pulmonary tuberculosis, it is mentioned as an instance of the folly of some of the somewhat better class parents that "one child was found with eight, another with six, nasal garments!"

Entimations.

NOTICE.

THE HONGKONG MILLING COMPANY, LIMITED, have REMOVED their OFFICES to KING'S BUILDINGS, 4TH FLOOR.

Hongkong, 2nd December, 1907.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP.....\$1,000,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd December, 1907.

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

NOW SHOWING:—

A LARGE ASSORTMENT OF

FRENCH DOLLS and TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &c., &c.,

ALSO

The Best FRENCH CONFECTIONERY and LIQUERS.

INSPECTION SOLICITED.

Hongkong, 25th November, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

11-12, Queen's Road, 3rd October, 1907.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

FURS! FURS! FURS!

IN

VARIOUS SHAPES AND COLOURS.

DRESS FABRIC

IN

NEWEST PATTERNS.

SERGES,

TWEEDS,

VOILES.

LADIES' & CHILDREN'S

UNDERCLOTHING, HOSIERY,

GLOVES.

NOVELTIES IN SEQUIN AND LACE

ROBES.

Samples on application. Count

port orders carefully executed.

Hongkong, 2nd December, 1907.

AN APPEAL.

THE SUPERBNESS of the ITALIAN

CONVENT CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superbness will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1907.

Intimation.

A. S. WATSON & CO.,
LIMITED.THE GREAT
POPULARITYOF
Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCEOR
QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Or literary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY - \$10 per annum.
Weekly - \$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue, in any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On November 30, 1907, at Shanghai, to Mr. and Mrs. CARMAGHAN, a son.

On December 1, 1907, at Shanghai, the wife of T. E. DUNN, Chinese Engineering and Mining Co., a son.

On December 1, 1907, at Shanghai, to Mr. and Mrs. J. NOLAN, a daughter.

On December 2, 1907, at Shanghai, the wife of H. E. MCCANN, a son.

MARRIAGE.

On November 30, 1907, at Shanghai, ARCHIBALD CARTER NEWCOMB to CATHERINE EWING, both of Shanghai.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 6, 1907.

TRADE IN SHANGHAI.

Hongkong trade circulars for some time past have been gloomy reading in particular those relating to the yarn market which are reproduced fortnightly in our columns. The conditions in the North appear to be not much more hopeful. According to Messrs. Ilbert & Co.'s report dated Shanghai, 28th ult., we learn that there has been more doing in certain classes of goods and yarn last week, but a large proportion of the business reported consists of re-sales by Chinese at very poor prices, even compared with the lower level to which most of the producing markets have fallen. As long as quotations in Shanghai are from ten to fifteen per cent. below replacing cost, importers are patiently waiting in the hope that some improvement in currency prices will be obtainable as the time approaches for Chinese to negotiate for spring requirements. Exchange seems to be still on the

downward grade, the principal supports of the silver market have been withdrawn for the time being, and until confidence is restored in the West and brighter prospects are discernible in India, it is difficult to see what can bring about a substantial recovery. American cotton has again advanced to 6s. 10d. per lb. but, the future of the market is full of uncertainty; the smaller crop estimate may eventually be counter-balanced by reduced consumption demand, if the movement towards short time amongst the Southern Mills extends. Internal demand for cotton goods in the States has been checked, in common with trade of every description, by the new policy of "turning on the light," the Shanghai market is unable to send any relief to manufacturers at present and the best interests of the trade will be served by abstaining from pressing for new business until the Chinese have had time to reduce stocks to much smaller compass. The opinion of dealers is that before long there will be more doing for the Yangtze markets, but there is little or no improvement in the North generally. The reported Government assistance of Newchwang has not brought about any change in the import market, whilst the influence of Tientsin is as depressing as ever. Some new Chinese houses have done a small business for Tientsin, which may develop further as time goes on.

THE SHANGHAI MIXED COURT.

Never since the institution of the Mixed Court in the International Settlement has there been such pressure of business as at the present time, and never has there been more adequate accommodation for Bench, Bar, Police or Press—not to mention foreign or native prosecutors or witnesses. This is the satisfactory report given by the A. C. D. Press, which says that during the past few years many alterations and additions have been made for the benefit of the Bench—and for the Bar in civil actions—but Police and Press have been at great disadvantage owing to the fact that not only have they been without seating or writing accommodation in the Court, but have been unable to take up any position from which they could hear correctly what evidence was being offered to the Court by witnesses. During the interval between adjournment on Saturday's sitting to the opening of the Court on the 2nd inst., several welcome improvements have been made. The platform from which the Police conduct their cases and address the Bench has been raised to such an extent that the Police officers in charge of prosecutions are now on a level with the Bench and so placed that they can hear distinctly what is being said by witnesses, and defendants addressing the Bench from the "well" of the Court. Two rows of desks and seats have been placed on the West side of the Court, alongside the "well," from which Bar, Police and Press can hear the proceedings, and there is also a bench along the West wall for the use of complainants and witnesses awaiting the hearing of cases in which they are concerned. The new arrangement is by no means perfect, but will no doubt be heartily welcomed and appreciated by all who have to attend the International Mixed Court in any other capacity but that of defendant.

LOCAL AND GENERAL.

Fighting is prohibited within the Telegraph Cable Reserve.

LIEUTENANT J. S. CUBBY, H. K. V., has been granted leave of absence for ten months.

THROUGH traffic on the Russian and Japanese sections of the Manchurian Railway was resumed from 1st inst.

THE Rt. Rev. the Bishop of Victoria will preach at St. Andrew's Church, Kowloon, on Sunday evening next, at the usual 6 o'clock service.

OWNERS of property are reminded that Crown Rent for the second half-year of 1907, is payable at the Treasury on or before the 24th inst.

RIOTS continue to be rife in the provinces in Korea, and an increase in the Japanese forces engaged in the work of suppression has been suggested.

MR. P. P. J. WOODHOUSE, Assistant Superintendent of Police, has been appointed a member of the Board of Examiners, with effect from the 3rd inst.

THE reckless courage of the modern American has never been questioned. A New Yorker, aged nineteen, has just married a widow of fifty-seven with eight children.

Y. YU SHIH-MEI, who has been commanded to proceed to Germany to study the political conditions of that country, was expected to leave Peking on the 1st inst.

AN Imperial rescript was issued through the Grand Council on the 28th ultimo ordering Tien Chien-chen, ex-Viceroy of the Liang-jiang provinces, to proceed to Peking without delay.

It is officially notified that the Time Ball will not be dropped from the 9th instant until further notice, pending the removal of the apparatus from Kowloon Point to Blackhead's Hill.

THE Governor of Ceylon has, at the instance of the Chamber of Commerce of that Island, suggested to the Secretary of State for the Colonies that a wireless telegraph installation be established between Colombo and Malacca.

"LADY ANNE," a new novel by Emily Roberts, is appearing in Unwin's Colonial Library. Lady Anne is the widow of a great Colonial administrator, whose personality overshadows the story. The book has both strength and subtlety.

It is reported that the Ministry of War has decided to reorganize the arsenals in the various provinces of the Empire and to establish three principal ones in the Northern, Central and Southern provinces. The Northern arsenal will be established at Tientsin, the Central at Kailang, Honan, and the Southern at Pinghsiang, Kiangsi. Owing to lack of funds this programme will not be carried out at once.

WHEN Ian MacLaren (Dr. John Watson) died, he left behind him the manuscript of a story "St. Jude's" which is to be published very shortly in Unwin's Colonial Library. It might be called "The Humours of a Free Kirk Presbytery." The characters are all intensely Scotch, varying from a Bank clerk who through a long life devoted himself to secret charity, to a Calvinistic inquisition. The book has much of the appreciative humour which is a phase of sympathy.

By kind permission of Major Hatch and Officers, the Band of the 129th Baluchis will play the following programme of music, during dinner, at the Kowloon Hotel, to-morrow, the 7th inst. (weather permitting):—

March, "Stars and Stripes" Sousa
Overture, "Haydn" Aubrey
Valse, "The Chatter" Phelps
Reminiscences of the "Pavane" Chatter
Song, "Love's Old Sweet Song" Molloy
Polka, "Pianissimo" Green
Selection, "The Orchid" Caryll
Two-Step, "Mr. Hicks of New York" Raymond
God Save the King.

THE Duke of the Abruzzi, who, it is rumoured, is to marry Miss Elkins, of Virginia, will thus be the first of the Royal House of Savoy to bestow a title upon an American wife. The Duke is the third son of the sometime King Amadeus of Spain by his first marriage, and a cousin of King Victor Emmanuel. He is a sailor, and has served in command of a cruiser; but his more adventurous exploits have been performed ashore, and as a captain of mountain strongholds and maker of altitude records he has made a reputation.

By kind permission of Lieut. Colonel W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 7th inst.:

March, "Proclamation" Devere
Valse, "Love's Golden Dream" Bonheur
Selection, "Ma Mlle. Roseette" Lacombe & Caryll
Lied, "Gute Nacht" Abt
Overture, "Villette" Meyerbeer
Gavotte, "Les Cloches de St. Malo" Rimmer
Serenade, "The Cadet Girl" Caryll
Polka, "Vivante" Levy
Regimental Marches.
God Bless the Prince of Wales.
God Save the King.

ALLUDING to the death of the late Mrs. Taylor, it is the issue of the 2nd inst., the A. C. D. News says:—It is with sincere regret that we have to announce the death from septic infection of the brain yesterday morning of Mrs. Taylor, wife of Captain P. H. M. Taylor, A. D. C., to the Governor of Hongkong. Mrs. Taylor, who as Miss Fida Brackenbury, passed through Shanghai with Sir Frederick and Lady Lugard in the last week in July on their way to Hongkong, was only married to Captain Taylor on October 1. Her sad death will cast profound gloom over the whole Colony and especially over Government House; for she was a niece of Sir Frederick Lugard and his private secretary is her brother.

RETURNS of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended, 30th November, 1907, as certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India		
Australia and China, \$3,498,798	\$3,600,000	
Hongkong and Shanghai Banking Corporation, 13,592,840	10,000,000	
National Bank of China, Limited, 330,131	150,000	
Total, \$17,421,769	17,550,000	

MR. UNWIN is publishing a Colonial edition of a new work by Major Marjorie Hume, perhaps the most distinguished living authority on Spanish history. It is entitled "The Court of Philip IV. Spain in Decline," and it is an attempt to depict in its human aspect the life of the monarch who has been immortalized by the genius of Velasquez. It is the true inner history of the decadent King and his artistic and poetic Court that Major Hume now tells for the first time; from sources, largely manuscript, and all contemporary, hitherto unused for the purpose by English writers. Major Hume has been at work upon the volume for many years, and has produced a notable contribution to history, which cannot fail to attract attention.

STEAM LAUNCHES IN THE CANTON DELTA.

THE QUESTION OF FOREIGN REGISTRATION.
(From a Correspondent.)

Shamoen, 5th December, 1907.
Yesterday the Steam Launch Owners' Guild held a meeting at their headquarters in Honam and members from other societies were invited to attend. A number of persons assembled to discuss the West River patrol question and the president of the Guild, Mr. Yu Wan-mei, was elected chairman. The first motion read was to the effect that the original cause of the British interference was due to ill treatment received by Chinese launch owners at the hands of the Customs officers which induced the former to seek registration of their launches under foreign flags. Then other documents were read together with a list of the owners' grievances. Then those present were requested to offer their proposals. The proposal submitted by Chang Suo-wei and Wu Sam-ching was as follows:—Circulars should be immediately issued cautioning the villagers along the Canton river not to show any signs of unrest or orators he engaged to preach the advisability of remaining impassive on board all the junks. The resolution passed by the launch owners on this motion was that such orators should be cordially entertained by the junks and be given free passage to anywhere they go.

(2) It was resolved that from the 1st day of the 12th moon (4th January, 1908) all Chinese-owned launches under foreign flags should be changed into Chinese flags.

(3) It was resolved to petition H. E. Viceroy Chang asking him to communicate with the Commissioner of Customs to obtain the dismissal of an officer in the Marine Surveyor's department.

(4) Permission be requested from H. E. Viceroy Chang to allow them to engage their own examiners, engineers with first class certificates who will survey the hull and engines of their launches similar to that practised by the shipping companies of Hongkong, and then certificates given by them will be sufficient for the Marine Surveyor of the Customs to issue them their permits.

Tea and refreshments were then served before the close of the meeting. The Chief Officer from the central head and the 3rd Police stations in Honam went with several police to give the meeting protection.

The meeting was considered the best disciplined ever witnessed in Canton.

ANOTHER REPORT.

(From Our Own Correspondent.)

Canton, 5th December.

Yesterday a meeting was held at the headquarters of the Steam Launch Owners' Guild in Honam, and there were present several hundred persons, launch owners and others, representing the Chinese-owned launches. The Police Department sent police to keep order at the meeting, besides several police officials were present. The majority present were of the opinion that, on account of the advent of the British flag at Canton for cutting purposes along the West River, the different villages along the river must be communicated with the fact, and advised not to be scared by the appearance of the British vessels and not to create any disturbance against them. A great deal of discussion passed at the meeting and all present considered that it was a necessity to insist upon the withdrawal from the practice of registering Chinese launches under foreign flags, in order that to foreigners might not interfere with the protection of these launches plying on the rivers, as nearly all the launches on the West River are owned by Chinese individuals or companies. It was decided to send members to deliver speeches in the different centres of the importance of changing of flags and registration under their own flag, and the question of the patrol service of the waterways of the province to be under the Chinese Government exclusively. As the object of the Guild is only to protect the interests of the Chinese-owned launches, other matters than those concerning them will not be discussed and the Guild will, by no means, create any anti-foreign feeling or interfere with the authorities in their administration of affairs. It was pointed out at the meeting that the reason for the interference of the British as regards the patrolling question was for the sake of protecting their own launches, but the launches are mainly owned by Chinese; who, on account of the troubles encountered at the different barriers, and in connection with the inspection of machinery, have been obliged to fly flags of other nations. It has been ascertained that with the exception of the s.s. Sainam and Nanning, all the launches plying on inland waters are owned by Chinese. A long statement was read out showing the circumstances in connection with which the Chinese launches do not receive the same treatment as those flying foreign flags; for instance, Chinese launches have to be docked for repairs annually whether necessary or not, whilst launches flying foreign flags are only docked once in three years; the limit of steam pressure on Chinese and foreign launches is different, and launches owned by Chinese for passenger carrying are required to pay a monthly fee of \$50 to the Shan Hon Chu for licences and are only exempt from this fee if a launch were to run for a period of ten days only, whilst the launches under foreign flags need only apply to the Chu for Special Pass and then they are allowed to continue. Many instances were also cited in which Chinese launches were obliged to have been fined too heavily and punished without justice and similar unsatisfactory treatment. At the conclusion, the majority present decided that a petition should be drawn up to be presented to H. E. the Viceroy, praying him to request the Commissioner of Customs to permit the Chinese-owned launches to be inspected by certificated Chinese engineers as in Hongkong; instead of inspection being made compulsory by the Customs officials, and to nullify the order of the Chinese flag on the first day of the 12th moon, if the request to the Viceroy be granted.

CANTON DAY BY DAY.

THE "SAINAM" PIRACY.

(From Our Own Correspondent.)

Canton, 5th December.
A Peking telegram states that the British Minister at the Capital has communicated with the Ministry of Foreign Affairs to the effect that, if the compensations claimed are forthcoming by the Kwangtung Government, for the piracy of the s.s. Sainam and other steamers flying the British flag, which have been pirated on the waterways of the province from time to time, the British Government will abandon the proposal of sending gunboats, etc. to patrol the waterways of the West River.

TRANSFERS.

H. E. the Viceroy has transferred the Taotai of the circuit of the prefectures of Shuihung, Kwangchow and Loting, Cheung Sik-fun, to Canton to attend to the duties of the Provincial Judge and to affairs in connection with the Canton Police Department and the patrolling of the province, which will henceforth be under the charge of the Judge. Taotai Cheung will leave Shuihung to-day for Canton and will take over the duties of the Judge on the 7th instant. The Provincial Judge has taken over charge of the duties of the Provincial Examiner, who retires to go into mourning.

MATERIAL FOR CEMENT.

Taotai Jui, director of the Honam Government Cement Factory, has notified the Viceroy that he is leaving here with an engineer to examine the stones found in the district of Fayuen at the Fat Shi Caves, which is reported to be suitable for the manufacture of cement.

PIRACY.

Owing to the frequent occurrence of piracy on the East River, the waterway leading to Waichow, many of the junks plying on that route have suspended running and the merchants of the city of Waichow have called a meeting, and a petition was drawn up praying the local officials as well as the High Authorities to devise means to properly patrol the waterways leading to that city.

LI CHUN'S RETURN.

The ex-Brigadier-General of Pailhoi, Li Chun, yesterday handed over charge of office and will return immediately to Canton.

RIVER PATROL.

The Authorities have given orders to all the Government steam launches and gunboats, etc. to at once proceed to the Government Dockyard at Whampoa to undergo a thorough examination with a view of placing many of them on the waterways of the province for patrolling purposes.

THE SUGAR INDUSTRY.

OUR JAPANESE COMPETITORS.

The board of directors of the Japan Sugar Refining Company (Dai Nippon Seito Kaisha) have decided to advise a lower rate of dividend for the last period by 3 per cent. than the 20 per cent. paid for the preceding period. This decision to pay 17 per cent. only, together with the action of the board of directors on other matters, has created discontent among the Osaka shareholders. Their main grievance, according to the Osaka Jiji, is that the travelling expenses appearing in the accounts as amounting to ¥10,000 are excessive, though the explanation was made that a large amount was required under this head on account of the negotiations for the incorporation of the Daiji Sugar Refining Company. The shareholders are mainly dissatisfied at the rate of dividend proposed. They argue that Baroo Shibusawa and the President of the company, Mr. Sakawa, who recommend a smaller dividend, hold a comparatively small number of shares, while the larger shareholders proposed that a dividend should be paid at the same rate as before. A protest is also to be made concerning the locality of the general meeting which has been called for the purpose of considering the recommendation of the directors, should the proposal be passed. The general meeting was to be held in Tokyo on Friday last, but the result is not yet published. The Osaka Jiji adds that the result of the working of the company during the last period was less satisfactory than before in consequence of the decreased export of sugar, and it is alleged that the board of directors insist that the rate of dividend should be reduced, on the excuse of augmenting the reserve for the redemption of the company's debentures, with a view to concealing the unsatisfactory result of the half-year's working as compared with previous periods. But 17 per cent. does not seem such a very bad dividend, after all.

In reference to the condition of the sugar industry in Formosa, the Asahi observes that, owing to the serious drought which prevailed at the time of the replanting of sugar cane this year, the area under plantation has materially decreased, it being 2,758 ha, showing a decrease of 846 ha on the figures for the preceding year, and a still heavier reduction when compared with the season before that. But the area of plantation of the improved variety has continued to increase year after year, and this year has amounted to 2,731 ha. This variety withstands drought, and yields more sugar. The new sugar will appear on the market in a week or so, and the total output this season is estimated at a value of ¥19,000,000, almost equal to that of the preceding season. Last season's shipment to Japan amounted to 104,051,747 lbs, representing ¥7,557,424, and exports abroad to 245,664 lbs, valued at ¥21,665. The export to foreign countries decreases year after year, and last season the shipment to Japan showed a decrease of about 1,000,000 lbs, due to the falling-off in the yield.

The proposal made by the board of directors of the Taiwan Sugar Refining Company to increase its capital from ¥300,000 provoked much opposition among a section of the shareholders. By the efforts of Mr. Marakimi, head of the Taiwan District Office, an arrangement has been effected, and at the recent general meeting of the company the proposal was carried by 3,341 to 59 votes.

SALE OF S.S. "WING HANG."

BOUGHT BY CHINESE.

Acting under instructions from the mortgagee, Mr. Geo. P. Lammert put up for sale, by public auction, yesterday afternoon, the British s.s. "Wing Hang," as the 1st of Mookoo, with all her machinery, gear and appurtenances, etc. The vessel, etc., was put up in one lot. Bidding was not very keen, and the vessel was knocked down to Chan Yuen for \$28,700. Messrs. Ewins and Harston acted as solicitors of the vendor.

THE MONSTER PROCESSION.

SECOND DAY.

The second day of the Chinese carnival was proclaimed a public holiday by His Excellency the Governor in deference to the wishes of the Chinese community and, in consequence, to-day was observed as a holiday throughout the Colony, the Banks, insurance offices and mercantile establishments being closed to the transaction of business. The arrangements for the procession on the second day were precisely on the same lines as those which obtained yesterday. The various sections assembled at Waichai, and starting about 11 a.m. from No. 2 Police Station, proceeded along Wanchai Road, to Queen's Road East, and then, according to the official route, straight on to the Clock Tower along Queen's Road Central and to the Kowloon Theatre. The two monster dragons played the same leading parts as on the opening day and were the principal objects of European curiosity and Chinese admiration. For the first every feature of the first day's show was repeated without variation to-day. The crowds which thronged the thoroughfares, through which the procession wound its way, although large, were not as dense as yesterday, this being due, no doubt, to the inclement condition of the weather. From early morning the sky was overcast with occasional slight drizzling rain which interfered with the progress of the procession as was the case yesterday afternoon.

In the evening the lantern procession will parade the streets as on Thursday night. The route to be covered will be the same as for the day.

The feature of the evening procession is the large number of illuminated lanterns in faithful representation of the numerous deities of the deep in these waters. The floats were of every conceivable variety, and included in the lighted enlarged transparencies which were paraded for public admiration were tortoises, shrimp, prawns, lobsters, snake-fish and the like. A large sea-serpent and lions brilliantly lit up by numerous lamps excited considerable comment. Litterant vendors of sweetmeats, and the thousand and one toothsome dainties to the Oriental palate, saw their replicas faithfully delineated in last night's perambulating exhibition. While a monster beer bottle representing a well-known brand of beer, for which the firm of Messrs. Barrett & Co. are the local agents, with a capital reproduction of the trade-marks in colours was a clever artistic production showing the ingenuity of the advertisers.

THIRD DAY, 7TH DEC.

For to-morrow the official programme is as under:—

Starting about 11 a.m. from No. 2 Police Station to Praya Har, going up Arsenal Street to Queen's Road, straight on to the Clock Tower (stopping all gongs and drums when passing the Supreme Court), up Wyndham Street to Hollywood Road, going up to Shelley Street, passing Staunton Street down Elgin Street to Hollywood Road, passing Possession Street to Queen's Road, turn into Donham Street West, turn out to Des Voeux Road West until Eastern Street, turn out to Connaught Road, turn into Wing Lok Street passing Morrison Street to Queen's Road, to No. 5 Police Station (Fire Brigade) going in Bonham Strand, turn in to Wing Lok Street turn out to Des Voeux Road until Western Market, turn out to Connaught Road, down Queen's Victoria Street to Des Voeux Road up to Pottinger Street, to Queen's Road to about The Hongkong and Shanghai Bank's premises to Hongkong.

ARREST OF A FOREIGNER AT YOKOHAMA.

Frank Pratt, who claims American nationality, was arrested by the Kagacho police on the 23rd ult., charged with fraud. It is stated that he had arrived in Yokohama on the 20th ult., by the Polynesian, and put up at the Hotel de Paris for the night. On the following morning he quitted the hotel without paying his bill, says the Japan Herald, and proceeded to the Jewellers shop at No. 187, Yamashita-cho, Yokohama, where he obtained a gold ring worth ¥150 under false pretences. The man was met by the proprietor of the shop on the street on the 2nd ult., when the ring was regained. He also visited the Takashima drapery store and a few other Japanese shops, taking articles valued at about ¥50, and then disappeared. Acting on complaints the police succeeded in tracing the man to the Bluff Hotel, where the arrest was made.

SHIPPING AND MAILS.

MAILS DUE.

French (Armand Belin) 9th inst.
Indian (Arrols) 9th inst.
Canadian (Empress of India) 16th inst.
Australian (Tasmanian) 27th inst.
The s.s. "Shanghai" left Nao on 4th inst., and is due here on 9th inst.
The s.s. "Taming" left Manila on 4th inst., and is due here on 7th inst., daylight.
The s.s. "Tasman" left Kobe for Kanton on 2nd inst., and is due here on 11th inst.
The s.s. "Albatross" left Tientsin for Shanghai on 3rd inst., and is due here on 11th inst.

Telegrams.

[Kuter's.]

The United States and Japan.

London, 4th December.

Viscount Aoki, interviewed, said that he was returning home with the purpose of verbally reporting to the Government many things, including immigration.

His return can in nowise be construed as an indication of unfriendliness to the American Government which knows very well that Japan is disposed to be one of her best friends.

The adjustment of immigration is not a serious problem.

The President's Message to Congress.

President Roosevelt's Message confirms the forecast.

It asks for authority to remit the balance of the Boxer indemnity; urges American help for the education of the Chinese in every practicable way and especially to promote the coming of Chinese students; refers to the Japanese Exposition of 1912 as an occasion of special interest to all nations, it being the first such Exposition of a Great Power in the Pacific, and urges an immediate generous provision for American representation with the view to an intimate Japanese-American trade and the warm friendship, uninterruptedly maintained since the opening of Japan to Western intercourse and her increasing wealth production, which is regarded in America with hearty goodwill.

The Message also recommends more docks and coaling stations on the Pacific.

Later.

Illness of the King of Sweden.

The King of Sweden is ill, and the Crown Prince has been appointed Regent.

The Unrest in Natal.

The situation in Zululand is more serious owing to the attitude of the Natal natives.

Martial law has been proclaimed.

The total fighting strength of the Zulus is estimated at 30,000 and many are armed with rifles.

Preparations are being made in the Cape against a general rising of the natives.

PUBLIC COMPANIES.

TO BE STRUCK OFF THE REGISTER.

It is notified in the Gazette that at the expiration of three months from the 2nd inst. the names of the following companies will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved:

1. The Peiho Steam Launch Company, Limited.
2. The Canton and Hongkong Tug Lighter and Ferry Company, Limited.
3. The Tak On Insurance, Exchange and Loan Company, Limited.
4. The Heng Fung Flour Mill Company, Limited.
5. The Woosung Forts Launch Company, Limited.

KIDNAPPED GIRLS.

SEIZED IN A CROWDED PALERMO STREET.

Rome, 1st November.

Cases of kidnapping girls are of frequent occurrence in Sicily, but generally it is resorted to when the family is opposed to her marriage. Hence, although such kidnapping is characterised by all the elements of reality, such masked men, a semblance of violence, fast horses, a closed carriage, and piercing shrieks, the supposed victim invariably constitutes one in a well-acted farce.

A genuine case of kidnapping happened yesterday at Palermo in the dusk of the evening on one of the most frequented thoroughfares. A respectable lady named Rocco, the wife of a well-known tradesman, was walking, accompanied by her two daughters, aged 19 and 17 respectively. Both girls are noted for their beauty.

While crossing the Via Lelli, in the central part of the city eight men surrounded the party. Two held the mother and prevented her calling for help, and the others carried off the girls bodily, placed them in a carriage which was waiting, and started off at a gallop. They soon disappeared from sight.

The whole thing was done with lightning rapidity. The mother had hardly recovered her surprise before realising the loss of her daughters. Her cries attracted the attention of the passers-by, and the police, several of whom chased the carriage, but could not catch it up.

The kidnapping was committed at night in daylight, and the assailants, although unmasked, were not recognised, which leads to the belief that they do not belong to the town.

The police efforts to discover which direction the carriage took were also unavailing, and the whole matter is shrouded in mystery.

The parents of the victims are respectable people, but their position is not such as to justify the supposition of blackmail, while a love affair is excluded, owing to the fact that both kidnapped girls had no lovers.

One theory is that the girls were intended for a Turkish harem, and the police have been instructed to keep strict watch at all ports.

THE PACIFIC CRUISE.

WIRELESS TELEPHONES AT SEA.

One of the most interesting features in the equipment of the Atlantic Fleet of the United States Navy for its cruise round the Pacific, writes a Naval correspondent, will be the installation of wireless telephones, so as to permit of conversation between ship and ship. The apparatus has already been tested, and has realised every anticipation under all conditions of weather, conversation having been maintained at a distance of eight miles. The instruments are the invention of a Danish engineer, named Poulsen. They work under a low voltage, and have an arrangement by which the telephone can be cut out and the system operated with a Morse key as in the ordinary wireless telegraph system. The current is sent through a circuit in which there is an arc enclosed in hydrogen. This circuit sets up a musical note that is continuous, and in this it differs from the wireless telegraph, which is intermittent. The sustained note is transferred by induction to another wire that runs to the aerial and thence the waves go out into space. The transmitter is a delicate microphone attached to the aerial wire, and the continuous note that is being sent out into space is interrupted by the voice speaking into the microphone. The receiving station is fitted with a telephone earpiece, and there is an arrangement of coil that can be turned to catch the note from the sending station. The voltage is below 1,000, while in wireless telegraph it goes up in the transformer to 40,000 volts. The admiral of a squadron will be able to call up captains of his ships, and talk to them from his own cabin. The arrangement can be used through fog and thick weather, where flags and signal lamps would be useless. Of course, it is a distinct disadvantage that there is no record in the case of orders communicated by the wireless telephone, but in practice it would not be used for such a purpose except in an emergency, but would be utilised chiefly for consultation between the senior officers of a fleet.

A BEEF FARM IN BANGKOK.

WANTED A RELIABLE BEEF TRUST!

During the last three days, beef cannot be had for "love or money" in the local markets, and the other commodities of foodstuffs have doubled in price as a consequence. Pork, fowl, fish, eggs, etc., are snatched away as soon as they are brought to the market, at enormous prices and even then the demand is greater than the supply.

We are told that the Indian cattle dealers, who appear to hold a monopoly in the butchery trade, have refused to kill, because the Veterinary officer in charge found it necessary to disqualify some head of cattle which were going to be slaughtered. At the best of seasons the quality of beef served up in Bangkok restaurants from the local shambles, leaves much to be desired. Bullock dealers are in the habit of sending the prime cattle to Singapore where they fetch high prices while they consider any old "stripper" good enough for Bangkok public consumption. It may be taken for granted, therefore, that the animals disqualifying by our conscientious Veterinary examples from which to carve a succulent steak.

In the meantime it is rather humiliating for Bangkok to think that a few Indian butchers should be able to make the whole city fast for several days of beef.

This is as much as saying: "Oh, you don't like my quality beef, do you? Well, in that case, we'll make you like it by making you fast, and you'll be glad to get it in the end!"

Now, it may be asked with some good reason: Why should this important monopoly of supplying Bangkok city with meat, be left in the hands of a few Indians who can set the public at defiance in this manner? Is there not a lucrative business to be done in the trade by an enterprising syndicate who would take it up? We know of few more profitable branches of business in Bangkok than meat selling and if properly taken in hand there are fortunes to be made, as the general public would welcome such an institution being sick and tired of the way they are being treated under present circumstances.

We shall feel thankful for any suggestions our readers may be good enough to forward us on this subject.—*Siam Free Press.*

ASYLUM TRAGEDY.

INFURIATED INMATE STRANGLES AND TEARS TO PIECES ANOTHER MAN.

Lisbon, Nov. 3.

A terrible tragedy has been enacted at an asylum at Ribafolles between two inmates, who, although mad, had always been considered harmless.

Jose Serrano, whose madness takes the form of believing that he possesses great riches, imagined that another inmate named Queiroz, a former lieutenant in the army, had robbed him of a great sum of money.

The men occupied separate rooms, and in the middle of the night Serrano entered Queiroz's bedroom while the latter was asleep, barricaded the door, and then strangled him. So fierce was his fury and terrible his attack that he tore the ex-lieutenant's flesh to ribbons with his teeth, and broke all his bones by trampling on the body.

When the warders arrived the spectacle before them was appalling, the lacerated corpse of Queiroz lying on the floor, while Serrano, covered with blood, was calmly sitting in a corner of the room.

A New York despatch of 4th inst. to the N. C. D. News, says—Congressman who are now assembling at Washington express themselves as opposed to hastily financial legislation. The issue of Panama Canal Bonds has begun and the amount has been largely over-subscribed. Senator Foraker announces his candidature for the Presidency.

THE CINEMATOPHGRAPH.

HOW THE PICTURES ARE PRODUCED.

The progress of the cinematograph, in itself one of the marvels of the day, writes an exchange, constitutes an astonishing chapter in these days of scientific wonders.

The production of cinematograph pictures has now become a vast industry. So great is the demand for them from all parts of the world that some leading houses in Europe keep large staffs of artists, who are exclusively employed in designing scenes for the camera, just as playwrights design their stories for the stage. One firm in Paris sends out no fewer than five pictures a day. When a subject is photographed, the negative is submitted to the director, and his judgment decides whether the new picture is worth the task of printing at least 500 copies, for sale in the markets of the world. If he does not think it is, there is no further bother with it. That there is a profit in the business may be seen from the following figures:—A film of 1,200 feet, sold at 4d. per foot, realises £20, so that 500 copies will mean £10,000. If from this sum is deducted £8,000 for material and £1,000 for the salaries of artists, there remains a profit of £1,000 from this one picture. And these copies are sent out to every quarter of the globe, not merely in Europe but to Australia, India, China, and Japan. There are thousands in use in France, and in England and America the invention is equally popular.

At first, when a design for a subject is approved, such as a little comedy or drama, ordinary photographs are taken of the main situations. These are then rehearsed by actors and actresses, who are retained for this work by the big houses. Open-air theatres where all the advantage of good light may be enjoyed, are used for this purpose, and these buildings are equipped with mechanical appliances, costing, it is said, thousands of pounds, so that the best possible pictures may be secured, and all the effects introduced which so interest the spectator looking at a moving picture. For landscape scenes, as in the amusing "chase" pictures secluded spots are chosen as much as possible, so that the rehearsal may not be hampered by the ordinary street crowd.

At the rate of 1902 pictures a minute—the cinematograph tears through a scene, recording the very slightest movement, whether it be that of a great crowd or of only one human being. The pictures are taken on a long film of sensitised celluloid, this film corresponding to the negative of the ordinary still photograph. In the same way as a print must be taken from the negative before the photograph of your friend is ready, the positive must be printed from the negative on another long film before the moving can be reproduced in magnified form on the screen for the theatre audience.

These negative and positive films are so much alike that, looked at in ordinary daylight, they cannot be distinguished. The process of printing from the negative is as interesting as any of those necessary in the production of a moving picture. The two films are put into the machine together and the printing is done by electric light or gas light for preference. Of course, any number of positives may be taken from one negative.

Some remarkable speed feats have been done in the taking and reproduction of pictures, but any picture taken in London at 4 o'clock can be put on to the screen the same evening. A picture of the Liverpool Grand National Steeplechase was developed and dried on a special car on the railway, and shown in London the same night.

In photographing the focuses are easily arranged, the camera possessing a view-finder, as does the ordinary machine. One curious fact is that the speed with which the celluloid films are run through does not vary, as might be supposed; for instance, a funeral is photographed at the same speed as a horse race. If this were not so the movements would be incorrectly recorded. If the pace is too slow the figures in the resulting picture, curiously enough, run across the screen, and if, on the other hand, it is too fast, the opposite result is produced—the figures move too slowly.

The coloured photograph is a special product. The colouring must be done by hand—a tedious duty, as may be realised when it is remembered that in one scene there may be 14,000 separate photographs. As these pictures on the film are the size of a postage stamp and magnifying-glass is used by the colourist, whose touch must be so unerring that the pencil must not sweep by a hair's breadth. Should it do so, the result will appear a blot of colour in the magnified picture. For whilst the scene on the film is only an inch across, it appears on the screen a picture 27 ft. or 30 ft. square, with the figures life-size. As everything is magnified, the defects come out with startling vividness.

This is why a flaw of a pin's point in size on the film will reveal itself on the screen as a great ugly blotch. Hence the reason why "flickering" as it is termed, is sometimes observed. The pictures themselves are steady enough, for the best machines employed to produce them are now practically perfect; but a little speck on the film will become a huge blur on the screen, and if there are many of these specks the picture will be seriously disfigured.

From the point of view of the public entertainer, the humorous pictures, as may be supposed, are the most profitable. The theatre-going public prefers comedy to tragedy or serious drama—for the simple reason that it prefers to laugh rather than to cry. But the mission of the cinematograph appears to be of much greater importance than that of merely making laughter. Fancy what power it ought to possess, for example, in the teaching of geography, or science, or any other subject where the eye is to be trained as well as the ear. So far, the cinematograph has been regarded mainly as a toy, but its usefulness in one branch of science at least has already been demonstrated by Dr. Doyon, of Paris, who has for 10 years applied cinematography to record difficult surgical operations for the benefit of students. Through these demonstrations have been freely criticised, he maintains that this new method of teaching has now fully proved its value. This opens up a vast field of activity, in which the cinematograph may possibly become an essential aid to medical science.

MILLIONAIRE'S DEATH.

TRAGIC DEMISE OF HEAD OF FAMOUS SHIPBUILDING FIRM.

Sir William George Pearce, chairman of the Fairfield Shipbuilding and Engineering Co., Ltd., died on Saturday (Nov. 2) morning at Deansy-st., Park-lane, from appendicitis. The dead baronet was only taken ill on the Wednesday morning, but his condition became rapidly so serious that Sir Thomas Barlow and two other medical gentlemen were called into consultation over the case. The advisability of an operation was debated, but it was found impossible to carry this out owing to the critical condition of the patient.

Sir William was out and about on Tuesday, when he appeared quite his usual self. He was aged 46 and sat from 1873-95 as conservative member for one of the Plymouth seats. He leaves no heirs.

His father, the first baronet, was the head of the Fairfield Company, and died leaving a fortune of considerably over a million.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 5th inst.:

To-morrow being a public holiday we are issuing our circular a day earlier than usual. There has been more activity in our market during the week under review, and rates in most stocks have shown a slight improvement, in sympathy with the easier money market in Europe and America.

Banks.—Hongkong and Shanghai Banks have ruled firm, closing with buyers at \$665 for the old and \$655 for the new shares, after numerous sales at the above mentioned rates. The London quotation has risen to 7/8.

Marine Insurances.—North China are firm at 11s. 8d. Unions have been dealt in at \$80. Other stocks under this heading are unchanged and without business to report.

Fire Insurances.—China Fire have inquiries at the increased rate of \$91, after sales at \$90. Hongkong Fire are firm at 132 1/2.

Shipping.—China & Malacca can probably be secured at \$15. Douglasses continue to be in favour at \$18, without inducing sellers. Hongkong, Canton & Macao Steamboats are firmer, and buyers have offered \$30. Indo-China Preferred and Deferred are unchanged. Shell Transporters can be sold at the advanced rate of 44 1/2. London quotes 46 1/2. Star Ferries old and new are in demand at quotations.

Refineries.—China Sugars are quiet at the unchanged rate of \$100. Luzons and Perak Sugars are wanted at \$10 and 11s. 8d. respectively.

Mining.—Chinese Engineerings have ruled firmer during the week and can be sold at 11s. 55. Rauba have slightly improved to \$4 after sales at \$38. From private telegraphic advices received from Singapore, we learn that the crushing for the past period yielded 1,102 ozs. gold from 5,148 tons stone.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been dealt in at \$97. Shanghai Docks have advanced to 11s. 75, while Hongkong Wharfs have depreciated to 11s. 107. Other stocks under this heading are unaltered.

Lands, Hotels and Buildings.—Hongkong Lands have ruled steady at \$95. Hongkong Hotels continue in request at \$100. Humphreys are unchanged and can probably be sold at \$100. Kowloon Lands are offering at \$35. There are buyers of Shanghai Lands at 11s. 100. Cotton Mills.—Ewos are still on offer at 11s. 45, while Hongkong Cottons are quiet and without business at \$10. Other Northern mills remain unchanged.

Miscellaneous.—China Borneos have again been sold at 5 1/2 and there are further buyers at the rate. Dairy Farms are inquired for at \$63. Sales have been effected of Green Island Cement at \$11. Peak Tramways, fully paid, have found buyers at \$13. Watsons have inquiries at \$10. There have been sales of Wm. Powells at \$5, and more shares are inquired for.

Exchange.—The Bank's selling rate on London is 20 1/2 on demand. The T/T rate on Shanghai is 7 1/2.

New Issues.—Kowloon Wharfs—20,000 shares at \$50 per share, payable on the 31st inst.

Dividends Payable.—Laogkats—final dividend of 11s. 7 1/2 per share and bonus of 11s. 2 1/2 per share payable on the 15th inst.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/0
Do. demand	2/0 1/2
Do. 4 months' sight	2/0 9 1/2
France—Bank T.T.	2/5 1/2
America—Bank T.T.	48 1/2
Germany—Bank T.T.	20 5
India T.T.	15 1/2
Do. demand	15 1/2
Shanghai—Bank T.T.	74 1/2
Singapore T.T.	15 1/2 prem.
Japan—Bank T.T.	98
Batavia—Bank T.T.	121

Buying.

4 months' sight L/C	2/0 1/2
6 months' sight L/C	2/1 1/2
30 days' sight San Francisco & New York	50
1 month's sight	51
30 days' sight Sydney and Melbourne	21 1/2
4 months' sight France	25 1/2
6 months' sight	26 1/2
4 months' sight Germany	21 1/2
Batavia	121
Bank of England rate	7 1/2
Bank of France	98 1/2
Barter	121

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, December 7th, 1907.

DINNER.

HORS D'OEUVRES.

Anchovy and Olive Croquettes.

SOUP.

Mock Turtle.

FISH.

Boiled Fish and Hollandaise Sauce.

ENTREES.

Lamb Cutlets and Green Peas.

Haricots Verts.

Chicken Liver and Ham Patties.

CURRY.

Dry.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Turkey and Cranberry Sauce.

Boiled Leg of Mutton and Caper Sauce.

Cold Game Pie and Plain Salad.

DESSERT.

Coffee. Fruits. [1663]

KOWLOON HOTEL.

DINNER.

SATURDAY, 7th December, 1907.

HORS D'OEUVRES.

Celery. Olives. Radishes.

Grilled Sardines on Toast.

SOUP.

Potage of Pigeons.

FISH.

Grilled & Indian.

ENTREES.

Braised Partridges with Petit Pois.

Lamb Cutlets Bread Crumbed.

CURRY.

Chicken.

RELISHES.

Bologna Sausage and Sauerkraut.

ENTREMENTS.

Iced Asparagus on Vinaigrette.

York Ham.

Galantine of Capon.

ROAST.

Ribs of Beef and Horseradish.

Goose and Apple Sauce.

VETTABLE.

Cauliflower and Cream Sauce.

Cane Shoots Braised.

Yams Baked.

Boiled Potatoes.

Potatoes en Veste.

DESSERT.

Compote of Peaches.

Pumpkin Pie. Lemon Pie.

Cheese Souffle. Almond Ice Cream.

Dry Lichees. Nuts and Raisins. Fruit Intension. Cafe Noir. [1664]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above Ports, on TUESDAY, the 10th inst., at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 6th December, 1907. [1665]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th December, 1907. [1666]

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 6th at 12.05 p.m.—The barometer has risen over N. China in rear of a depression which appears to have been moving Eastwards over S. Manchuria yesterday.

Pressure remains high over China to the North of the Yangtze.

Strong monsoon will continue to prevail in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 5.8 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. wind, fresh; cloudy, drizzling rain.

2.—Formosa Channel, N.E. wind, strong.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. wind, strong.

Intimations



THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

NEW STOCK

Steinway,

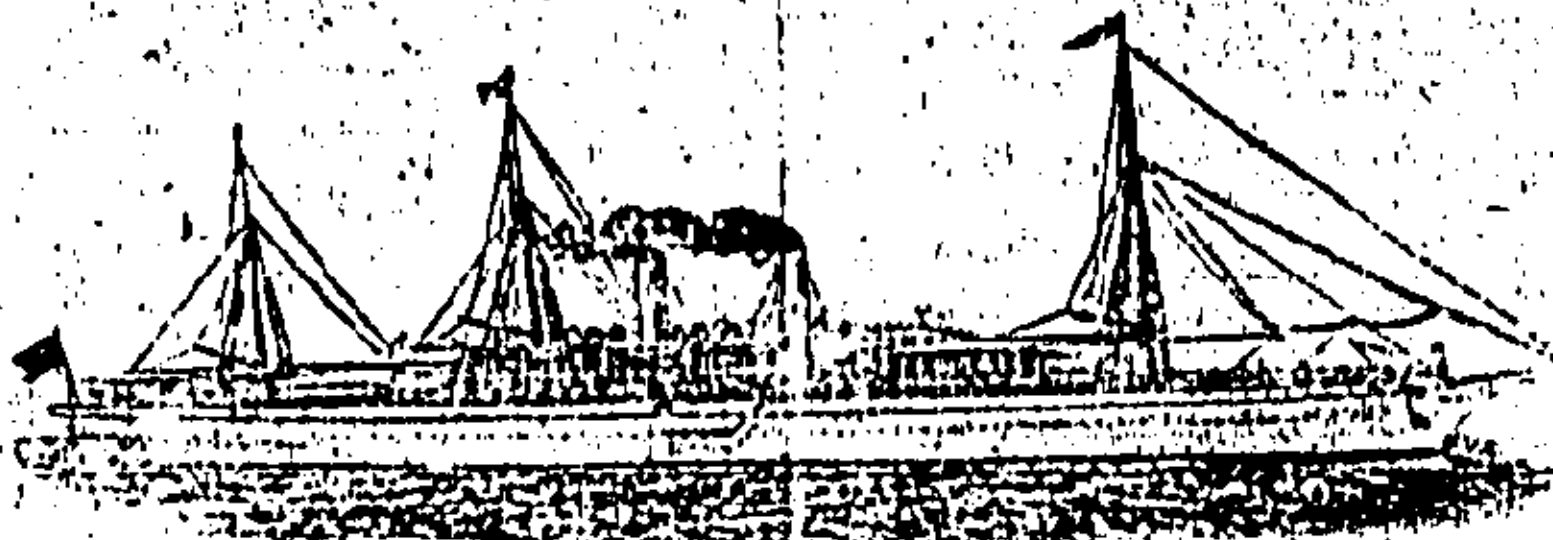
Bechstein,

Russell,

Krauss,

Romhildt,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 1/10 St. Lawrence River Lines or New York 2/10, Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, 1/10 St. Lawrence 2/40. 1/10 New York 2/40. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Bunked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	SUSAANG	SATURDAY, 7th Dec, 3 P.M.
MANILA	LOONGSANG	SATURDAY, 7th Dec, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	MONDAY, 9th Dec, 3 P.M.
SINGAPORE, SAMARANG and	ONSANG	WEDNESDAY, 11th Dec, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	FRIDAY, 13th Dec, 3 P.M.
MANILA	YUENSANG	FRIDAY, 13th Dec, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 100
Penang	85	120
Calcutta	165	250

* These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chetoo, Tientsin, via Ching-Wan-Tau, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 6th December, 1907.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
SHANGHAI	"YUENHONG"	9th Dec, 4 P.M.
NINGPO & SHANGHAI	"NANCHANG"	10th "
MANILA	"TAMING"	10th "
SAIGON	"HANYANG"	11th "
MANILA, ZAMBOANGA & COLONIES	"TSINAN"	13th "
SWATOW & SHANGHAI	"KUKTIAN"	14th "
CEBU & ILOILO	"KAIFONG"	14th "
SHANGHAI	"SHAOSHING"	21st "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 6th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUHI	2540	Almond	MANILA	SATURDAY, 7th Dec, 1907.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th Dec, 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th November, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTLAND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	To sail
"ATHOLL"	On FRIDAY, 6th December, at Daylight.

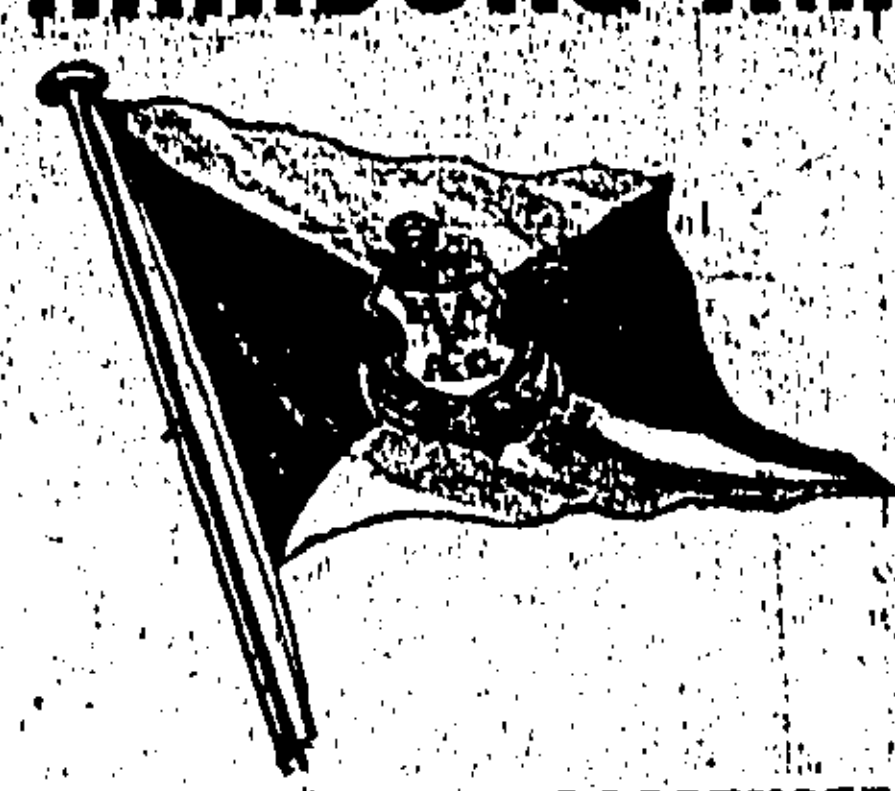
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 2nd December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



187 Ocean Steamers

with
916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.
Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSURG	21st Dec.
RHENANIA	21st Jan., 1908
HOHENSTAUFEN	22nd Feb., 1908

Hongkong, 28th November, 1907.

Homeward.

SILESIA	11th Dec.
SCANDIA	8th Jan., 1908
HABSURG	29th Jan., 1908
RHENANIA	26th Feb., 1908
HOHENSTAUFEN	23th March, 1908

COMPAGNIE DES MESSEGERIES
MARITIMES.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC"

Captain Guionnet, will be despatched for the above Ports on or about MONDAY, the 9th December.

For Freight or Passage, apply to

J. MILLET, Agent.

Hongkong, 2nd December, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	T. W. Garlick	10th Dec. 1907.
Superior	6,232	Shotton	14th Jan.
Kumert	6,232	Cowley	28th Jan.
Shawmut	9,600	E. V. Roberts	21st Feb.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

BODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 16th November, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS (KARATSU, KOBÉ AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK	4,000	About Middle of Dec.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the P. & O. S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager.

Yok Building, Hongkong, 13th November, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.
Meals\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West, Hongkong, 3rd July, 1907.

To Let.

TO LET.

CROWNEST, Baker Road; unfurnished or partly furnished.
Apply to—
C. L. GORHAM,
3, Pedder's Street.
Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
"HATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1907. [626]

TO LET.

A HOUSE in KNITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st December, 1907. [66]

TO LET.

NO. 11, SEYMOUR ROAD.
With possession from 1st December next.
Apply to—
THE COMPADORE DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central.
Hongkong, 22nd October, 1907. [910]

TO LET.

NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 16th October, 1907. [912]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright and airy Rooms. Rent moderate.
Apply—
"Y. Z."
C/o Hongkong Telegraph.
Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5 MORRISON HILL.
ONE FOUR-ROOMED HOUSE, near PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 19th October, 1907. [93]

TO LET.

HOUSE, No. 5, ROSE TERRACE, Kowloon.
Apply to—
COMPADORE, Barretto & Co.
Hongkong, 14th October, 1907. [665]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m.	9.30 a.m. Every 15 minutes.
9.30 a.m.	11.00 a.m. Every 15 minutes.
11.30 a.m.	12.45 p.m. Every 15 minutes.
12.45 p.m.	1.15 p.m. Every 15 minutes.
1.15 p.m.	1.45 p.m. Every 15 minutes.
1.45 p.m.	2.15 p.m. Every 15 minutes.
2.15 p.m.	3.00 p.m. Every 15 minutes.
3.00 p.m.	8.00 p.m. Every 15 minutes.
8.00 p.m.	8.00 p.m. Every 15 minutes.

NIGHT CARS at 10 Week Days.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 8.00 p.m. Every 15 minutes.

EXTRA CARS at 3.15 p.m., 1.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN P. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [60]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET, HONGKONG.

Hongkong, 2nd September, 1907. [106]

WEATHER FORECASTS AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock	Aberdeen
Wai Lan	Sau Ki Wan
Stanley	Sai Kung
Cape Collinson	Sai Tau Koi
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

W. C. F. 100, Director.

4th July, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT-WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	1125	1125	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000
National Bank of China, Limited	10,025	17	16	1,725,000	1,725,000	1,725,000	1,725,000	1,725,000
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	250	250	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
North China Insurance Company, Limited	1,000	115	115	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
Union Insurance Society of Canton, Limited	2,400	1250	1100	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000
Yangtze Insurance Association, Limited	8,000	5100	5100	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	5100	5100	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Hongkong Fire Insurance Company, Limited	8,000	5250	5250	8,000,000	8,000,000	8,000,000	8,000,000	8,000,000
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	525	525	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000
Douglas Steamship Company, Limited	10,000	550	550	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	515	515	5,150,000	5,150,000	5,150,000	5,150,000	5,150,000
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	900,000	900,000	900,000	900,000	900,000
Shanghai Tug and Lighter Company, Limited	200,000	115	115	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000
"Shell" Transport and Trading Company, Limited	1,000,000	11	11	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000
"Star" Ferry Company, Limited	10,000	510	510	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
Taku Tug and Lighter Company, Limited	10,000	115	115	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Luon Sugar Refining Company, Limited	7,000	5100	5100	7,000,000	7,000,000	7,000,000	7,000,000	7,000,000
Perak Sugar Cultivation Company, Limited	7,000	115	115	805,000	805,000	805,000	805,000	805,000
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	11	11	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000
Raub Australian Gold Mining Company, Limited	50,000	11	11	550,000	550,000	550,000	550,000	550,000
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	525	525	9,450,000	9,450,000	9,450,000	9,450,000	9,450,000
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	550	550	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000
Hongkong and Whampoa Dock Company, Ltd.	10,000	550	550	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000
Shanghai Dock and Engineering Co., Ltd.	15,700	110	110	1,727,000	1,727,000	1,727,000	1,727,000	1,727,000
Shanghai and Hongkew Wharf Company, Limited	36,000	115	115	4,140,000	4,140,000	4,140,000	4,140,000	4,140,000
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	115	115	2,875,000	2,875,000	2,875,000	2,875,000	2,875,000
Astor House Hotel Company, Limited (Shanghai)	10,000	115	115	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
Central Stores, Limited	10,125	115	115	1,164,375	1,164,375	1,164,375	1,164,375	1,164,375
Hongkong Hotel Company, Limited	12,000	550	550	6,600,000	6,600,000	6,600,000	6,600,000	6,600,000
Hongkong Land Investment and Agency Co., Ltd.	50,000	5100	5100	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
Humphreys Estate & Finance Company, Limited	100,000	510	510	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
Kowloon Land and Building Company, Limited	6,000	550	550	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000
Shanghai Land Investment Company, Limited	78,000	115	115	8,970,000	8,970,000	8,970,000	8,970,000	8,970,000
West Point Building Company, Limited	12,500	550	550	6,875,000	6,875,000	6,875,000	6,875,000	6,875,000
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	115	115	1,725,000	1,725,000	1,725,000	1,725,000	1,725,000
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	510	510	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
International Cotton Manufacturing Company, Ltd.	10,000	115	115	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	115	115	920,000	920,000	920,000	920,000	920,000
Soy Chee Cotton Spinning Company, Limited	3,000	115	115	345,000	345,000	345,000	345,000	345,000
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	2,604	115	115	300,460	300,460	300,460	300,460	300,460
Campbell, Moore & Co., Limited	1,200	510	510	612,000	612,000	612,000	612,000	612,000
China-Borneo Company, Limited	10,000	115	115	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
China Flour Mill Co., Limited	4,000	115	115	460,000	460,000	460,000	460,000	460,000
China Light and Power Company, Limited	10,000	510	510	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
China Provident Loan & Mortgage Company, Ltd.	100,000	510	510	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
Dairy Farm Company, Limited	25,000	510	510	12,750,000	12,750,000	12,750,000	12,750,000	12,750,000
Green Island Cement Company, Limited	400,000	510	510	205,000,000	205,000,000	205,000,000	205,000,000	205,000,000
Hall & Holtz, Limited	21,000	520	520	10,920,000	10,920,000	10,920,000	10,920,000	10,920,000
Hongkong Electric Company, Limited	60,000	510	510	3,060,000	3,060,000	3,060,000	3,060,000	3,060,000
Hongkong Ice Company, Limited	5,000	115	115	575,000	575,000	575,000	575,000	575,000
Hongkong Rope Manufacturing Company, Ltd.	50,000	510	510	25,500,000	25,500,000	25,500,000	25,500,000	25,500,000
Maatschappij tot Rijp- en Landbouw-planten in Langkat, Limited	25,000	115	115	2,875,000	2,875,000	2,875,000	2,875,000	2,875,000
Peak Tramways Company, Limited	25,000	510	510	12,750,000	12,750,000	12,750,000	12,750,000	12,750,000
Peak Tramways Company (new)	50,000	510	510	25,500,000	25,500,000	25,500,000	25,500,000	25,500,000
Philippine Company, Limited	67,500	510	510	34,387,500	34,387,500	34,387,500	34,387,500	34,387,500
Shanghai Gas Company, Limited	24,000	115	115	2,760,000	2,760,000	2,760,000	2,760,000	2,760,000
Shanghai Horse Bazaar Co., Ltd.	5,400	115	115	621,000	621,000	621,000	621,000	621,000
Shanghai Pulp and Paper Company, Limited	4,500	115	115	517,500	517,500	517,500	517,500	517,500
Shanghai-Sumatra Tobacco Company, Limited	30,000	115	115	3,450,000	3,450,000	3,450,000	3,450,000	3,450,000
Shanghai Waterworks Company, Limited	16,350	115	115	1,880,250	1,880,250	1,880,250	1,880,250	1,880,250
South China Morning Post, Limited	6,000	525	525	3,150,000	3,150,000	3,150,000	3,150,000	3,150,000
Steam Laundry Company, Limited	20,000	55	55	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
Tientsin Waterworks Company, Limited	2,000	115	115	230,000	230,000	230,000	230,000	230,000
Union Waterboat Company, Limited	50,000	510	510	25,500,000	25,500,000	25,500,000	25,500,000	25,500,000
United Asbestos Oriental Agency, Limited	10,000	510	510	5,100,000	5,100,000	5,100,000	5,100,000	5,100,000
Watson, (A. S.) & Co., Limited	10,000	110	110	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
William Powell, Limited	15,000	110	110	1,650,000	1,650,000	1,650,000	1,650,000	1,650,000

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON.

SINGAPORE, BATAVIA,

COLOMBO, CALCUTTA,

BOMBAY, ADEN, DUE,

SOUTH EGYPT, MAR-

SEILLES, LONDON.

HAYE, BORDEAUX, MEDITERRANEAN AND

BLACK SEA PORTS.

The S.S. "POLYNESIE."

Captain Broc, will be dispatched for

MARSEILLES on TUESDAY, the 10th

December, at 2 P.M.

This steamer connects at Colon with the

Australian line via Dunbar bound for Mar-

seilles via Bombay and Aden.

Passage tickets and through Bills of Lading

issued for above ports.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:-

S.S. TOURANE, 14th Dec.

S.S. ARMAND BEHIC, 7th Jan. 1908.

S.S. SALAZIE, 14th Jan. 1908.

J. MILLET, Agent.

Hongkong, 4th December, 1907. (10)

REGULAR STEAMSHIP SERVICE

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VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. " "

For Freight and further information, apply

DODWELL & Co., LIMITED,

Agents.

Hongkong, 5th October, 1907. (64)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be dispatched from this

for BOMBAY, on SATURDAY, the 14th

December, at Noon, taking Passengers and

Cargo for the above Ports, in connection with

the Company's S.S. Moldavia, 9,000 tons, from

Colombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement)

will be transhipped at Colombo into the Mail

steamer proceeding direct to Marseilles and

London, other Cargo for London, &c., will be

conveyed from Bombay by the R.M.S. Persia,

due in London on 25th January, 1908.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

For further Particulars, apply to

B. A. HEWETT,

Superintendent.

Hongkong, 30th November, 1907. (3)

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Dewar's
'Imperial'